

2009 DRAFTING REQUEST

Bill

Received: **11/14/2008**

Received By: **emueller**

Wanted: **Soon**

Identical to LRB:

For: **Administration-Budget 266-1039**

By/Representing: **Byrnes**

This file may be shown to any legislator: **NO**

Drafter: **emueller**

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Subject: **Transportation - mass trnst/rail**

Extra Copies: **ARG**

Submit via email: **NO**

Pre Topic:

DOA:.....Byrnes, BB0206 -

Topic:

Increase bonding authority for Freight Railroad Preservation Program

Instructions:

See attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?							State
/1	emueller 11/18/2008	wjackson 11/18/2008	phenry 11/19/2008		mbarman 11/19/2008		

FE Sent For:

<END>

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/?	emueller	1 wj 11/18	1/19 ph	11/19 ph			
1	1/18						

FE Sent For:

<END>

2009-11 Budget Bill Statutory Language Drafting Request

- Topic: Increase Bonding Authority for Freight Rail Preservation Program
- Tracking Code: BB0206
- SBO team: Tax, Transportation and Budget Development Team
- SBO analyst: Tyler Byrnes
 - Phone: 266-1039
 - Email: tyler.byrnes@wisconsin.gov
- Agency acronym: DOT
- Agency number: 395
- Priority (Low, Medium, High): High

Intent: Please prepare a draft that increases general obligation bonding authority for the Freight Rail Preservation Program by \$60,000,000.

**Department of Transportation
2009-2011 Biennial Budget Request
STATUTORY MODIFICATIONS**

DIN NUMBER: 5602

TOPIC: Increase Bonding Authority for Freight Railroad Preservation Program (FRPP)

DESCRIPTION OF CHANGE:

The Department requests an increase of \$60.0 million in General Obligation (GO) bonding authority, s. 20.866(2) (uw), Wis. Stats., for the Freight Railroad Preservation Program (FRPP). Current GO bonding authority for FRPP is \$66.5 million.

JUSTIFICATION:

The FRPP preserves freight railroad service on abandoned lines, publicly owned lines, and on abandoned railroad corridors when service is not immediately continued. The demand for FRPP funding continues to increase as the growing freight rail industry moves to rail cars with greater carrying capacity. These heavier rail cars require heavier gauge rail and ties and are stressing the existing state-owned lines beyond the limits they were designed to meet when originally constructed in the 19th and early 20th centuries.

In addition, despite increased activity, there are corridors that are being abandoned or service discontinued because the lines do not meet the railroads' requirements. Some of these lines may be purchased for continued service to preserve the economic strength of the businesses and communities they serve. Other lines could be purchased to preserve the corridor for future transportation use. Without additional bonding authority, the Department would be unable to respond to requests for assistance to preserve and rehabilitate abandoned rail freight lines and to preserve abandoned corridors for future transportation uses.



State of Wisconsin
2009 - 2010 LEGISLATURE

LRB-0804/?

EVM:Y:....

wj RMR

DOA:.....Byrnes, BB0206 - Increase bonding authority for Freight Railroad
Preservation Program

FOR 2009-11 BUDGET -- NOT READY FOR INTRODUCTION

In 11/18

Soon

Do Not Gen

1

AN ACT ...; relating to: the budget.

Analysis by the Legislative Reference Bureau

the state

✓ TRANSPORTATION

✓ RAIL AND AIR TRANSPORTATION

Under current law, ~~DOT~~ may contract up to \$66,500,000 in public debt for the acquisition and improvement of rail property. This bill increases this authorized general obligation bonding limit from \$66,500,000 to \$126,500,000.

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

2

SECTION 1. 20.866 (2) (uw) of the statutes is amended to read:

3

20.866 (2) (uw) *Transportation; rail acquisitions and improvements.* From the

4

capital improvement fund, a sum sufficient for the department of transportation to

5

acquire railroad property under ss. 85.08 (2) (L) and 85.09; and to provide grants and

- 1 loans for rail property acquisitions and improvements under s. 85.08 (4m) (c) and (d).
- 2 The state may contract public debt in an amount not to exceed \$66,500,000
- 3 \$126,500,000 for these purposes.

History: 1971 c. 42; 1971 c. 100 s. 23; 1971 c. 125, 211, 215, 236, 307, 330, 336; 1973 c. 90 ss. 148 to 149m, 555m (2); 1973 c. 333; 1975 c. 26, 39, 40, 41, 200, 224, 422; 1977 c. 4, 6; 1977 c. 29 ss. 385 to 387, 1650m (4), 1656 (43); 1977 c. 418; 1979 c. 4; 1979 c. 34 ss. 675a to 677v, 2102 (6) (a), (39) (a), (52) (a); 1979 c. 107, 221; 1981 c. 1 ss. 17, 18, 47; 1981 c. 20, 108, 317, 336; 1983 a. 27; 1983 a. 36 s. 96 (4); 1983 a. 97, 192, 195, 212; 1983 a. 410 s. 2202 (2); 1985 a. 6; 1985 a. 8 ss. 4, 12; 1985 a. 29 ss. 589m to 598, 3202 (23) (c), (26) (a), (53) (a); 1985 a. 77, 120, 332; 1987 a. 27, 295, 298, 399, 403, 409; 1989 a. 31, 46, 107, 122, 219, 336, 359, 366; 1991 a. 39, 51, 269, 309, 324; 1993 a. 2, 16, 98, 115, 213, 343, 377, 413, 437, 453, 485; 1995 a. 27 ss. 1159 to 1168s, 9126 (19), 9145 (1); 1995 a. 40, 57, 60, 113; 1995 a. 216, s. 30m and 9127; 1995 a. 227, 246, 372, 388, 416, 452; 1997 a. 27, 35, 61, 164, 237, 252; 1999 a. 4, 9, 146; 1999 a. 150 s. 672; 1999 a. 184; 2001 a. 12, 16, 103, 109; 2003 a. 33, 64, 91, 129; 2005 a. 1, 22, 25, 102, 300; 2007 a. 5; 2007 a. 20 ss. 582 to 597s, 9121 (6) (a); 2007 a. 226.

4

(END)



State of Wisconsin
2009 - 2010 LEGISLATURE

LRB-0804/1
EVM:wlj:ph

DOA:.....Byrnes, BB0206 - Increase bonding authority for Freight Railroad
Preservation Program

FOR 2009-11 BUDGET -- NOT READY FOR INTRODUCTION

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4 (END)